

## CARIBBEAN CRUISE

Last fall our work took us on a 6-week cruise from Philadelphia to Guantanamo, on a naval vessel sometimes called the USS REBOP. In Philadelphia we had a chance to visit the Atwater Kent Museum, finding there a very fine exhibit relating to the marine history of that port. Included are some of Cramp's building models: the steamers SANTA CLARA (1913), MALOLO (now MATSONIA; 1927), ASBURY PARK (1903), a tentative design much like ASBURY PARK, and the medium clipper ISAAC JEANES of 1854. There are also half models of a Hog Islander of 1918, and of the "tuck-up" (sloop similar to a sand-bagger, stated to be a modification of the "ducket") PRISCILLA of 1883.

On the way down the Delaware we spotted a familiar hull lying near Wilmington. Now a barge, with a big hole in her side and the name AJAX on her stern, she proved to be the collier LEWIS K. THURLOW of 1913.

We put into Hampton Roads for ammunition, and managed to work in a visit to the Mariners' Museum at Newport News, where we were royally treated by John Lochhead and Charles Burgess. Having toured so many regional marine museums lately, we were able for the first time fully to appreciate the broad coverage of the Mariners' Museum and the general high level of excellence of its displays.

Also we visited its library for the first time. Anyone with a research problem in the nautical field is well advised to begin with a visit to this library, which has been richly endowed, and whose volumes are readily accessible. A recent acquisition is a complete run of over a century of "Lloyd's Registers" -- the gift of Lloyd's itself -- which, bound with the sail and steam sections in separate volumes, has double the utility of the ordinary set.

From the Virginia Capes south to Cuba and back to the Delaware, we have little to report. An excellent beer, called Hattucy, is brewed in Santiago; and an old Cape Cod catboat, now fully powered, carries bananas in Guantanamo Bay. At 0830 on 14 December, in 34-45 N, 74-50 W, we sighted a baldheaded three-mast schooner, and the following morning we tied up again at Philadelphia in a sleet storm.

## PUBLISHED AMERICAN SHIP REGISTERS

One of the most useful sources of information concerning shipping, whether one is tracing the history of individual vessels or studying the commerce of a port, is the official record of registry.

By international law, lest she be considered a pirate, each ship must carry with her an official document issued by the country whose flag she flies and containing such identification as her tonnage, dimensions, origin, and ownership. In the United States two kinds of such documents exist, registers, for vessels engaged in foreign trade, and enrollments, issued to vessels licensed to carry on coasting trades or fisheries. Both types, however, are frequently loosely referred to as registers.

Many countries annually abstract their existing registers and publish lists of their merchant fleets in such series as "Mercantile Navy List" (Britain), "List of Shipping" (Canada), and "Merchant Vessels of the U.S.". However, the oldest of these did not start until the late 1850's, and there are other drawbacks to their use. "Merchant Vessels of the U.S." did not make a practice of printing names of owners until 1925; and even then only the managing owner's name is given, so that for a full disclosure of the ownership the register must still be consulted.

Strangely enough, in Britain these documents have been almost entirely neglected as sources of information, and only in the last few years have such workers as Arthur C. Wardle of Liverpool begun to use them to any extent. (The greater

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accessibility of the files of "Lloyd's Register" may have something to do with it). In Canada, however, F.W. Wallace has used the registers in the Canadian Archives as the basis for his "Record of Canadian Shipping" (Toronto, 1929), which lists all square-riggers of 500 tons and over, built in Canada since 1786.

A similar compilation, based on the local custom house records, was that of Lincoln Colcord in "Sailing Days on the Penobscot" (Salem, 1932), which covered all types of shipbuilding from Rockport to Brooklin. And many other writers, as far back as R.H. Dana of "Two Years Before the Mast", have gone to custom house records for information.

F.R. Holdcamper in vol. 1 of "American Neptune" described the documents then held by the National Archives, and since that time, we understand, practically all the old registers and enrollments held by local custom houses have been turned in to the Archives. This makes it very handy for anyone in Washington with the necessary time on his hands to look up ships or ports; but it puts the regional historian at a distinct disadvantage.

Fortunately, for many ports, published compilations of registers now exist. The earliest of which we have knowledge was for Salem & Beverly, 1789-1900, printed in vols. 39 to 41 of the "Essex Institute Historical Collections", and collected as a separate volume published in 1906. The Essex Institute followed in 1937 with a 279-p volume for Newburyport, 1789-1870; and in 1944 by a 196-p volume for Gloucester, 1789-1875; both compiled by Stephen W. Phillips.

The evident utility of the Salem and Newburyport volumes prompted the National Archives, as part of a general survey of Federal archives existing outside of Washington, to undertake the sponsorship of a series of mimeographed volumes of ship documents prepared by WPA projects. With very little publicity, over two dozen volumes of this kind were issued, before Pearl Harbor wiped out the WPA. Material for many more was in hand; in many cases the stencils had been cut; but much of the work was destroyed in order to make room for records and materials more directly related to the war effort. In some cases, copies of the unpublished compilations seem to have passed into private hands, although no efforts are being made to secure publication.

The following is a list of all the published volumes of ship registers prepared by the WPA of which we have knowledge. They are arranged in geographical order, commencing with Maine:

#### MAINE

"Ship Registers and Enrollments of Machias, Maine, 1780-1930" Part I, xiii and 489 pp. (Ship names A-K). Part II, pp 490-1007. (Ship names L-Z and index) Rockland, 1942.

These two volumes, like most of the others, have some statistical tables in the introduction, giving summaries by 5-year periods of various types built, distribution by years of building ports, etc.; and also a short history of the Machias customs district, with names of Collectors. The index, over 100 pages long, includes all places and persons (masters and part owners) mentioned in the documents. Unlike other volumes, an attempt (rather unsuccessful) has been made to illustrate the books with copies of portraits of ships.

"Ship Registers and Enrollments of the District of Saco, Maine, 1791-1915" xiii and 108 leaves. Rockland 1942.

Saco has only 336 ship entries, as compared with 1992 for Machias. Indexed.

#### MASSACHUSETTS

"Ship Registers and Enrollments of Boston and Charlestown. Volume 1, 1789-1795". xvi and 248 leaves. Boston, 1942.

1152 ship entries and index. Although "Vol. II" is referred to frequently, we believe vol. 1 was the only one issued.

"Ship Registers of the District of Plymouth, Massachusetts, 1789-1908". ix and 171, x-xv and 172-209 lvs. Boston, 1939.

In two parts, separately indexed. Part I was compiled from material at Plymouth, and Part II from records in the Archives at Washington. Entries are not numbered. No enrollments included. 821 vessels.

"Alphabetical List of Ship Registers, District of Barnstable, Massachusetts, 1814-1913", x and 163 lvs. Boston, 1938.

We believe this to be the first WPA volume issued. Leaves 111 to 126 list vessels omitted from their proper alphabetical place in the foregoing pages. Barnstable embraced all of Cape Cod, including Provincetown. Indexed; entries not numbered. A defect in this volume is that no enrollments, and only the earliest register for each ship, are given. 755 vessels are listed.



"Ship Registers of New Bedford, Massachusetts". Vol.I, 1796-1850, xvi and 411 leaves; 3300 documents. Vol.II, xviii and 339 leaves; 2038 documents. Vol.III, 1866-1939, xxii and 234 leaves; 1269 documents. Boston, 1940.

Again, registers only are abstracted, and each abstract is numbered separately for ease of indexing. All the other Massachusetts volumes index persons only; these three have separate indexes of places in addition. 1789 ships covered.

"Ship Registers of Dighton-Fall River, Massachusetts; 1789-1938". xii and 178 leaves. Boston, 1939.

1033 documents, covering 664 vessels. Index of persons. The fact that registers only were abstracted is particularly unfortunate in the case of Fall River, which owned a great many big schooners in the coasting trade, which always were enrolled, not registered.

#### RHODE ISLAND

"Ship registers and enrollments, ship licenses issued to vessels under 20 tons, ship licenses on enrollments issued out of the port of Bristol-Warren, Rhode Island, 1773-1939". vii and 435 pp. Providence, 1941.

We have not seen this volume, but it undoubtedly is up to the high standard of the other Rhode Island compilations.

"Ship Registers and Enrollments of Providence, Rhode Island, 1773-1939". Vol.I, A-M. vii, 766 pp. Part 2, pp 766-1518. Providence, 1941.

Despite a slight inconsistency in numbering pages, the two parts of this volume are very well done. There is a chronological list of ships by building years as well as an index of persons. 3681 vessels are covered.

"Ship licenses issued to vessels under 20 tons and ship licenses on enrollments issued out of the port of Providence, Rhode Island, 1793-1939". Vol.II. vii, 240, 118 pp. Providence, 1941.

There are 720 vessels under 20 tons, with chronological list and index of persons. The 620 licenses on enrollments out of the port are not indexed.

"Ship Registers and Enrollments of Newport, Rhode Island, 1790-1939". Vol.I. vii and 810 pp. Providence, 1941.

2143 vessels, with chronological listing and index of persons. Pages 809-810

list a few Rhode Island vessels on English registers prior to 1776. Like the other Rhode Island volumes, this one has two pages of reasonably competent drawings illustrating the various rigs.

"Ship licenses issued to vessels under 20 tons and ship licenses on enrollments issued out of the port of Newport, Rhode Island, 1790-1939". Vol.II. viii, 332, 56 pp. Providence, 1941.

893 and 317 vessels, respectively, with arrangement similar to vol.II of Providence.

#### PENNSYLVANIA

(As far as we know, there were no projects operating in Connecticut, New York, or New Jersey)

"Ships Registers of Port of Philadelphia Pennsylvania" (1780-1870) Vol.I, A-D. viii and 293 leaves. 1462 vessels. Philadelphia, 1942.

This is apparently the only one of the four projected volumes that was actually issued. It has an index of persons and the usual statistical tables. As only registers were consulted, much of the commerce of Philadelphia is not represented.

#### LOUISIANA

"Ship Registers and Enrollments of New Orleans, Louisiana". Vol.I, 1804-1820; xv and 171 leaves; 924 entries; 1941. Vol.II, 1821-1830; xiii and 209 pp; 938 entries. Vol.III, 1831-1840; xvii and 291 lv; 1205 entries. Vol.IV, 1841-1850; xviii and 378 lv; 1541 entries. Vol.V, 1851-1860; xvii and 351 lv; 1362 entries. Vol.VI, 1861-1870; xv and 363 lv; 1485 entries. University, Louisiana, 1942.

A valuable set of volumes, these include many documents of cotton traders not owned in New Orleans, but whose papers were recorded in the New Orleans custom house through surrendering an enrollment to take out a register, or vice versa. Each volume has a combined index of persons and places, as well as the usual statistical summaries.

#### CALIFORNIA

(A project was at work in San Francisco, but did not publish any volumes for that port.)

"Ship Registries and Enrollments, Port of Eureka, California, 1859-1920". 167 leaves. San Francisco, 1941.

We do not have a copy of this volume, and would be greatly indebted to any



reader who can put us in touch with a source of supply. We were off to the war at the time the small and unpublicized distribution of the volume was made.

#### OREGON

"Ship Registries and Enrollments, Port of Marshfield, Oregon, 1873-1941". viii, 78 leaves. Portland, Oregon, 1942.

This simple volume lacks the statistical summaries of the East Coast issues. Index of persons, and 267 vessels. Marshfield was the port of entry for Coos Bay.

"Ship Registries and Enrollments, Port of Portland, Oregon, 1869-1941". viii, 280 pages. Portland, Oregon, 1942.

Similar in scope to the Marshfield volume; 1177 entries, of which 1155 to 1177 are for Yaquina (Newport). A few vessels built on Grays Harbor, Washington, are included.

As an example of the information contained in these volumes, we reproduce an entry from the Marshfield book, p.22:

81. ECHO, barkentine of San Francisco. O.N.136573. Built at North Bend, 1896. 707.57 gross tons, 650.30 net tons; 183 ft x 39.4 ft x 15 ft. One deck, four masts, elliptic stern, sharp head.

Enrolled, No.2, at Coos Bay, Oct.16, 1896. Owners: A.W.Simpson 4/16, G.P. Simpson 1/16, Stockton, Calif.; Chas. E. Foye 4/16, James E.Perkins 1/16, F.P. Peterson 1/16, A.M.Simpson 5/16, San Francisco, Calif. Master: A.M.Simpson. Change of master: M.P.Woodside, entered Mar.3, 1898.

Enrolled, No.285, at San Francisco, Calif., Apr.1, 1907.

Registered (temporary), No.1, at Coos Bay, Sept.12, 1907. Owners: A.M.Simpson 5/16, Chas.E.Foye 2/16, James E.Perkins 1/16, Frank B.Peterson 1/16, Marine Investment Co.1/16, San Francisco, Calif.; A.W.Simpson 4/16, G.P.Simpson 1/16, Stockton, Calif.; Mrs.Alcyone Hill 1/16, Fruitvale, Calif. Master: not shown.

Enrolled, No.144, at San Francisco, Calif., Dec.10, 1908.

Registered (temporary), No.1, Sept.19, 1910. Owners: same. Master: O.W.Mont Eton, San Francisco, Calif.

In most cases, the name of the master carpenter appears on the vessel's first document, but for some reason it is not included in the case of ECHO and most of the other Coos Bay-built vessels.

#### EARLY FOUR-MASTED SCHOONERS

Over a period of years, we have expended considerable effort in running down and verifying references to four-masted schooners earlier than 1880, when W.M.L. WHITE, the traditional "first" New England four-master, appeared. These searches have met with varying degrees of success. Three not so promising ones will be described first, followed by three that turned out successfully.

To start with, there is a reference to the wreck of a four-master prior to 1882 in an article on Great South Bay (N.J.) by David B. Tyler, in "American Neptune" for 1944, p.228. We followed this up with a letter to Dave Tyler, who replied that he felt the statement was doubtful, in view of his having obtained it nearly 60 years after the event. We were unable to trace any such wreck in the annual reports of the U.S.Lifesaving Service.

Another mention of an early four-master appears on p.35 of "Making of a Sailor" by F.P.Harlow (Salem, 1928). This is a detailed and circumstantial account of sailing in company with the four-master P.F. BUTMAN in 1875. Unfortunately, no vessel of that name can be traced in contemporary vessel lists. Mr.Harlow writes "Making of a Sailor" was published 60 years after I saw her, and writing from memory I might have sailed into a fog but I hardly think so. Our mate was very emphatic that she was a new schooner and belonged to Taunton, Mass. Fall River, Mass., was another port where 4 masted schooners hailed from in the '70's."

The third wild goose chase comes from the book "When Ships Were Ships and Not Tin Pots" by Barnes (New York, 1930). On p.24 Barnes tells of doing gymnastics on the jumper stay of a four-master in the harbor of St.Johns, Newfoundland, about 1863. On pp.400-401 Barnes refers again to four-masters as the smallest class of sailing ships. However, in the introduction, Barnes tells us that he dictated the book. It is probable, therefore, that the author actually meant "foremaster" i.e., a two-masted topsail schooner.

More successful was the discovery, in "American Lloyd's Register" for 1882 of an entry for a four-masted schooner, the WEYBOSSET, converted in September 1879 from a steamer built in 1863. We found her listed as a four-master in "Merchant Vessels of the U.S.", located pictures of her printed at the time of her loss in collision with the wreck of the yacht ALVA



in July 1886, and finally found mention of her in Crowninshield's "Fore & Afters".

Another early mention of a four-master concerned the VICTORIA, operated out of San Francisco in connection with the Colorado River steamboats. Jerry MacMullen first turned her up ("Paddlewheel Days", p.103), and we found a note that a barge had been rebuilt into a schooner of that name in 1863. So we wrote the National Archives, and A.H. Leavitt replied that they did indeed have documents of the four-masted schooner VICTORIA, 344 44/95 tons, 163 x 29 x 7'9"; one deck and eagle beak figurehead, built as a barge in 1861 and rebuilt as a schooner in 1863. So VICTORIA heads our list of West Coast four-masters (p.68), just as WEYBOSSET leads off the East Coasters.

A few weeks ago, Mr. Frank Thober of Nutley, N.J., sent us word that a four-masted schooner, ELIZA of Montevideo, is listed in the American Shipmasters' Assn. "Record" for 1870. Sure enough, we found in the files of the Boston "Daily Advertiser" that ELIZA cleared Boston for Montevideo via St. John, N.B., on 28 April 1868, and sailed two days later. She is listed in one account as a schooner (four-masted), and in the other as a "quartette". Too bad the latter term did not stick; we might have had "quintets" and "sextets" also, along with terns, so that schooner would always mean a two-master, just as a sloop is always a one-master; and a lot of ambiguity would have been avoided. ELIZA was originally the Civil War gunboat OSCEOLA, built in 1863 by Curtis & Tilden at East Boston, and sold in October 1867. She measured 643 tons.

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#### SAILING SHIP NEWS

ALTA C., Hond. aux. 3m. sch. Was in port at Bradenton, Fla., recently. We believe her to have been built at Bear River, N.S., 1927; 61 tons.

C.A. THAYER, 3m. Sch. 11 April sailed Paulsbo, Wash., for Bering Sea.

CITY OF ST PETERSBURG, 3m. Sch. Ram; ex MABEL & RUTH. Currently laid up for sale at Miami, Florida.

CONWAY, Br. tr. ship, built 1827-1839 as HAS NILE. Was moved from the Mersey to Bangor, Wales, in May 1941. 13 Apr. 1949 moved to new moorings at Plas Newydd in the Menai Straits.

DIAMOND HEAD, barge ex-ship GAINSBOROUGH built at London in 1866. 26 May 1949 sold at Seattle by General Petroleum Co. to Pacific Metal & Salvage Co.

EAGLE, USCG aux. tr. bark. 5 June 1949 left New London for London, Antwerp, Lisbon, Casablanca, Canaries, and home.

GOLDEN STATE, ex. 3m. sch. Now lying in Los Angeles Harbor with only fore lowermast left. Had been rebuilt as sid. w. ss DOG STAR for "Rulers of the Sea" about 1939.

GRACE G. BENNETT, 3m. sch. Starting 6 June is taking dude cruises out of Havre de Grace, Md.; rate \$71.50 per week.

HORIZONT, Russ. bktn. April 1949 passed Kiel Canal, bound to Vladivostok.

JUAN SEBASTIAN DE ELCANO, Span. aux. 4m. tr. sch. 24 April arr Annapolis, Md.; unable to dock till 26th on account of bad weather.

JUNGA, Russ. Bktn. Was at Plymouth, Eng., Sept. 1947 en route Libau-Vladivostok. Described as tr. ship, but had no cadets.

MERIDIAN, Russ. Aux. Bktn. One of 8 built Recently at Abo. 660 tons displacement; crew of 58; many deckhouses.

SAN LUIZ, barge. Built Port Richmond 1903 as S.O. Co. No. 92. Recently scrapped.

SANTA CLARA, Cuban aux. (ex IRENE MYRTLE) Was in port at Miami a few months ago; now has only two masts.

SEA CLOUD, Aux. 4m. Bk. yacht. Laid up at Jacksonville for the summer, with upper yards sent down.

SEUTE DEERN, Ger. Aux. Bk (ex 4m. sch ELIZABETH BANDI) Was reported in Sept. 1948 serving as a floating restaurant in Hamburg.

STEWART T. SALTER, 3m. Sch. Feb. 1946 was in collision off Key West; 6 months later taken to Miami; sold there a year afterwards.

WARSPITE, Br. ketch yacht. Has been acquired by the Marine Society and chartered to the Outward Bound Sea School for training.

(With thanks to Messrs. J.H. Burlinson, H. Burmester, G.P. Jones, J. Meer, J. Meyer, and A. Villiers; also acknowledgements to "Maritime Review" and "Sea Breezes")

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KRAG, Erik, "The famous sloop GJOA", Pac. Mar. Rev., pp 56-58, April 1949. Includes deck and construction plans.



# SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1892

(arranged by builders)

Name	Rig	Gross	First owners	Deadweight
Later name		Year	Later owners	
Schlesinger, Davis & Co., Wallsend-on-Tyne				
MAGWEN	Bark	1541	E. Richards & Co., London	
C. S. Swan & Hunter, Wallsend-on-Tyne				
MILTON STUART	4m.Bark	3178	Milton Stuart, Liverpool	5000
THEKLA			Germany	
John Blumer & Co., North Dock, Sunderland				
UNION	Bark	663	P.C.Svarrer, Nordby, Fanø, Denmark	
ESPERANCE	Bark	667	J.N.Jessen, Nordby, Fanø, Denmark	
CHARLES RACINE	Bark	1644	Sigval Bergesen, Stavanger, Norway	
William Pickersgill & Son, Southwick, Sunderland				
LODORE	Bark	1670	P.Iredale & Porter, Liverpool	2600
CARLA			J.Samuelsen & B.Olsen, Farsund, Norway	
MOWHAN	4m.Bark	2873	P.Iredale & Porter, Liverpool	----
OCEANA			Rhederi A/G von 1896, Hamburg	
NAWORTH CASTLE	Ship	1895	James Chambers & Co., Liverpool	3000
TARPENBEK			Knöhr & Burchard, Hamburg	
TAMARA XII		1922	Nordische Handels Ges.Hachfeld Fischer	
ANDORHINA	4m.Bark	3440	E.F. & W. Roberts, Liverpool	5300
HELENE			A.D.Bordes & Fils, Dunkirk	
CONWAY CASTLE	Bark	1694	R. Thomas & Co., London (Completed 1893)	2650
Sunderland Shipbuilding Co., Sunderland				
FORT STUART	Ship	2433	Stuart & Douglas, Liverpool	
Robert Thompson & Sons, Sunderland				
LINDEN	Bark	1141	John Hopper, Sunderland	
INGEBORG			Denmark	
REGENT (iron)	Bktn	386	A.R.Braine, London	
Richardson, Duck & Co., South Stockton-on-Tees				
THE HIGHFIELDS	4m.Bark	2280	C.W.Kellock & Co., Liverpool	
ARRACAN	4m.Bark	2282	British & Eastern Shipp.Co.Lim., Liverpool	
CARLA		1913	H.H.Schmidt, Hamburg	
Southampton Naval Works, Southampton				
CROCODILE	4m.Bark	2555	Peel, Macalister & Son, Liverpool	
STOREGUT			S.O.Stray, Christiansand, Norway	
ANNIE MAUD	Ship	2036	Atkinson & Snape	
SCHWARZENBEK			Knöhr & Burchard, Hamburg	
Charles Hill & Son, Bristol				
POWYS CASTLE	Bark	1369	R.Thomas, London	
Milford Haven Shipbuilding Co.(T.R.Oswald & Co.), Milford Haven				
LYDERHORN	4m.Bark	2914	J.R.de Wolf & Son, Liverpool	4300
JERSBEK		1910	Knöhr & Burchard Nflg., Hamburg	



## UNITED KINGDOM LAUNCHINGS, 1892, continued.

R. & J. Evans & Co., Brunswick Dock, Liverpool			
KILLARNEY (iron)	Bark	1413	J.B. Walmsley & Co., Liverpool
MEINWEN	Bark	1538	J.G. Evans, Liverpool
ALFHILD		1910	Hansen & Andersen, Larvik, Norway
W.H. Potter & Sons, Queens Dock, Liverpool			
OSBORNE	4m. Bark	3166	Macvicar, Marshall & Co., Liverpool 4900
J.C. VINNEN		1911	Segelschiff J.C. Vinnen G.m.b.H., Bremen
GUARDADORA (hulk)			Pacific Steam Navigation Co., Valparaiso
BALMORAL (iron	4m. Bark	2614	Macvicar, Marshall & Co., Liverpool
plates and steel beams)			
DUNSTAFFNAGE	4m. Bark	3317	Macvicar, Marshall & Co., Liverpool 5120
MAGDALENE VINNEN		1910	Segelsch. Mag. Vinnen G.m.b.H., Bremen
T. Royden & Sons, Queens Dock, Liverpool			
JAMES KERR	4m. Bark	2420	Peel & McAllester & Sons, Liverpool
SEBEK		1910	Knöhr & Burchard, Hamburg
MARIA			Gonzalez, Soffia & Co., Valparaiso
FANNIE KERR	4m. Bark	2426	Peel & McAllester & Sons, Liverpool
Naval Construction & Armaments Co. Lim., Barrow-in-Furness			
UNIONEN (Tanker)	Bark	1738	Vestlandske Petroleum Co., Bergen, Norway 2500
CALCUTTA			Anglo-American Oil Co., London
Williamson & Son, Workington			
CARADOC	4m. Bark	2531	Caradoc Ship Co., London
CONISHEAD	4m. Bark	2526	Con. Sail. Shp. Co. (Bourke & Huntrods), Workington
ATHENE			B. Wencke Söhne, Hamburg
COOROY		1914	Commonwealth of Australia, London
Ritson & Co., Maryport			
WYTHOP	Bark	1352	Joseph Davidson & Son, Whitehaven 2300
GARRYMOUNT			
ROSALIA D'ALI		1898	d'Ali, Trapani, Italy
COASTWISE (barge)		1915	Clinchfield Navigation Co., Philadelphia
Ailsa Shipbuilding Co., Troon			
DUNREGGAN	Bark	1630	T.C. Guthrie, Village Line, Glasgow 2700
Scott & Co., Cartdyke, Greenock			
STONELEIGH	4m. Bark	2243	Gordon Cowan, Greenock
GIFFORD	4m. Bark	2245	Briggs, Harvie & Co., Glasgow
GUNFORD	4m. Bark	2261	Briggs, Harvie & Co., Glasgow
Russell & Co., Greenock and Port Glasgow. Greenock yard.			
PORT CALEDONIA	4m. Bark	2426	Crawford & Rowat, Glasgow 3750
ANCYRA	4m. Bark	2333	G.T. Soley & Co., Liverpool 3600
WANDSBEK		1904	Knöhr & Burchard, Hamburg
KING JAMES	4m. Bark	2305	John A. Walker & Co., Glasgow 3600
SOFALA	4m. Bark	2301	G.M. Steeves, Liverpool
SARATOGA (compl. 1893)	4m. Bk	2297	G.M. Steeves, Liverpool 3600
BEECHBANK	4m. Bark	2288	A. Weir, Glasgow
STØVEREN		1916	S.O. Stray & Co., Christiansand, Norway
DONNA FRANCISCA	4m. Bark	2277	James Hayes & Co., London 3500
HERBERT			G.J.H. Siemers & Co., Hamburg
LILLIAN L. ROBBINS	Ship	1833	John N. Robbins, Yarmouth, N.S. 2850
ANCENIS (Bark)		1897	Capt. R.K. Kelley
STAUT			G. Firing, Sandefjord, Norway



## UNITED KINGDOM LAUNCHINGS, 1892, continued

Russell &amp; Co., Greenock yard, continued.

LITA	Ship	1751	H.N.A.Meyer, Hamburg	
INDRA			Wachsmuth & Krogman, Hamburg	
TONAWANDA		1917	U.S.Shipping Board, New York	
DONNA JULIA	Bark	1432	James Hayes & Co., London	2350
AUCHMOUNTAIN	Bark	1460	Auchmountain Co.(William Walker & Co.), Greenock	2400
			Russell & Co., Port Glasgow & Greenock, Kingston Yard, Port Glasgow	
SOMALI	4m.Bark	3537	G.M.Steeves, Liverpool	5200
ALSTERDAM			A/G Alster, Hamburg	
ADOLF VINNEN			Bremer Stahlhof A/G, Bremen	
MAE DOLLAR		1921	Robert Dollar Co., San Francisco	
PACIFIC CARRIER (barge)		1929	Pacific Coyle Navigation Co., Vancouver	
ISLAND CARRIER			Island Tug & Barge Co., Victoria	
AUSTRASIA	4m.Bark	2718	J. & W. Goffey, Liverpool	4100
GUSTAV		1909	August Bolten, Hamburg	
MELBOURNE		1927	Altona, Germany	
ORANASIA	4m.Bark	2706	J. & W. Goffey, Liverpool	4100
ALSTERFEE			A/G Alster, Hamburg	
LUCY VINNEN			Bremer Stahlhof A/G, Bremen	
TAMARA		1921	Greek Government	
MAYOTTE			Greek Government	
HEDWIG HEMSOTH			Danzig	
MOZAMBIQUE	4m.Bark	2433	James Boyd & Son, Glasgow	3800
ULRICH		1911	Aug.Bolten, Wm.Millers Nfl., Hamburg	
SYDNAES		1916	S.O.Stray, Christiansand, Norway	
MORETON	4m.Bark	2428	J.H.Welsford & Co., Liverpool	3800
EILBEK			Knöhr & Burchard, Hamburg	
TAMARA XV		1921	Nord.Hand.Ges.Hachfeld Fischer GmbH, H'brg.	
JORDANHILL	4m.Bark	2291	J.R.Dickson & Co., Glasgow	3600
AUGUSTELLA			Soc.Ital.di Nav."Stella d'Italia", Genoa	
MINERVA			Spanish Government	
LARGIEMORE	Ship	1938	Thomson, Dickie & Co., Glasgow	3100
ISLE OF ARRAN	Ship	1918	William Jeffrey & Co., Glasgow	3600
CAMBUSKENNETH	Ship	1925	Robert Russell & Co., Glasgow (Compl.1893)	--
EARL OF HOPETOUN	Ship	1896	J.D.Thomson, Grangemouth	3000
DALCAIRNIE	Ship	1841	J.M.Campbell, Glasgow	3000
STJORN	Bark	1570	A. & F. Smith, Tvedestrand, Norway	2500
TROPIC		1901	Sweden	
AUGUST		1912	August Troberg, Mariehamn	
RAVENSCOURT	Bark	1462	Stevenson & Ferguson, Greenock	2400
SARVOS			A/S Excelsior (S.O.Stray & Co.), Christian-	
FAHRWOHL	Bark	1445	Carl Winters, Elsfleth, Germany	2300 /sand.
GEORGE W. WILCOX	Bark	1407	J.C.Pflüger, Bremen. (Commenced by Charles J. Bigger at Londonderry and completed by Russell at Port Glasgow)	

Anderson Rodger &amp; Co., Port Glasgow (formerly Russell &amp; Co.Bay Yard)

SEVERN	Auxiliary Bark	1364	W.B.Willson, Glasgow (built by Russell)	2200
AMULREE	Bark	1433	John Stewart & Co., London (" " " ")	2340
EARL CADOGAN	Bark	1434	F.M.Tucker, London (built by Russell)	2340
BØLGEN			A/S Bølgen (O.T.Tønnevoid), Grimstad	
BEACON ROCK	Ship	1917	James Cornfoot & Co., Glasgow	3100
KOMET		1910	A/S Komet (Daniel Steen), Oslo	
CATE		1913	Th. Brovig, Farsund	
BALLACHULISH	Ship	1901	Hugh Hogarth, Glasgow	3100
SANDVIGEN		1910	A/S Sandvigen (S.O.Stray), Oslo	
COLINTRAIVE	Ship	1907	Hugh Hogarth, Glasgow	3100
CAMBRIAN HILLS	Ship	1760	Thomas Williams & Co., Liverpool	2800



# UNITED KINGDOM LAUNCHINGS, 1892, continued.

Robert Duncan & Co. Lim., Port Glasgow

ACHNASHIE	4m. Bark 2476	Thom & Cameron	4000
CHANARAL		A.D. Bordes & Fils, Dunkirk	
THRACIA	4m. Bark 2154	William Thompson & Co., Liverpool	3600
CAPE CLEAR	4m. Bark 2129	Lyle Shipping Co., Greenock	3600
AMERIQUE		1899 A.D. Bordes & Fils, Dunkirk	
JOHN ENA	4m. Bark 2342	San Francisco Shipping Co., Honolulu	4500
CAPE WRATH	4m. Bark 2140	Lyle Shipping Co., Greenock	3600

William Hamilton & Co., Port Glasgow

TRAVANCORE	Ship 1936	W. & J. Crawford, Greenock	3000
CLAUS		C. Krabbenhoft & Bock, Hamburg	
LAURA		Valparaiso, Chile	
BARFILLIAN	Ship 2197	Hamilton, Harvey & Co.	3700
CATERINA F.		1908 Italy	
REGINA PACIS		Italy	
HYDERABAD	Ship 2195	W. & J. Crawford, Greenock	3700
AUDNY		K.T. Einerssen, Oslo	
IQUIQUE	Ship 1941	Brodersen, Vaughan & Co., Liverpool	3250
CELTIC GLEN		1909 R. Hughes Jones & Co., Liverpool	
RIVERFORD			
CARTHORCE		1918 Marine Nav. Co., Montreal	
BLACKBRAES	Ship 2207	Potter Brothers, London	3800
JOVA		Wachsmuth & Krogmann, Hamburg	
ICASSAI		Enterprises Maritimes Belges SA, Antwerp	
MONTE BIANCO		Genoa, Italy	

Archibald McMillan & Son Lim., Dumbarton

FRIARS CRAG	Bark 1433	W.S. Kennaugh & Co., Whitehaven	
FERNBANK	Bark 1429	Andrew Weir, Glasgow	
OAKBANK	Bark 1429	Andrew Weir, Glasgow	
INVERSNAD	Bark 1418	George Milne, Aberdeen	2300
CARTHNSNAID		Marine Nav. Co., Montreal	
EDWARD PEMERCKE	Bark 1225	James Hardie, London	2100
OLIVIA	Bark 1236	T.B. Olsen, Christiansand, Norway	
DANIEL M. MUNRO (barge)		1904 Windsor, N.S.	
ARIEL	Bark 881	G. Sharpe, Liverpool	
INVERCOE	Bark 1421	George Milne & Co., Aberdeen (Completed 1893)	

D. & W. Henderson, Partick, Glasgow

TORRISDALE	4m. Bark 2316	J. & A. Roxburgh, Glasgow	
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Fairfield Shipbuilding & Engineering Co. Lim., Govan, Glasgow

CHILTONFORD	4m. Bark 2348	Briggs, Harvie & Co., Glasgow	3850
CHYLE		1915 E. Monsen & Co., Tvedestrand	
ASALIA		1916 Thv. E. Heistein & Sons A/S, Christiansand	

Mackie & Thomson, Govan, Glasgow

CEDARBANK	4m. Bark 2825	Andrew Weir, Glasgow	4480
OLIVERBANK	4m. Bark 2824	Andrew Weir, Glasgow	4500
CALEDONIA		1922 Joh. Lorentzen, Oslo	
OLIVERBANK		1924 Gustav Erikson, Mariehamn	

Alexander Stephen & Sons, Linthouse, Govan, Glasgow

AFON CEINTI	4m. Bark 2066	Hughes & Co., Liverpool	
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## UNITED KINGDOM LAUNCHINGS, 1892, continued

Barclay Curle &amp; Co.Lim., Whiteinch, Glasgow

CELTICBURN 4m.Bark 2655 Robert Shankland & Co., Greenock  
 CIRCE SHELL (aux.tanker) 1919 Anglo-Saxon Petroleum Co.  
 PELEUS Ship 2122 A. & J.H.Carmichael & Co., Greenock  
 ADOLPHE A.D.Bordes & Fils, Dunkirk  
 CHIPPERKYLE Bark 1709 Captain James Rae, Liverpool  
 HIDDEKEL 4m.Bark 2655 Robert Hill, Greenock  
 BALASORE 4m.Bark 2724 Eyre, Evans & Co., Liverpool  
 DALBEK Kn8hr & Burchard, Hamburg  
 RED JACKET 1917 U.S.Shipping Board, Portland, Ore.  
 MONONGAHELA 1917 U.S.Shipping Board, Portland, Ore.

Charles Connell &amp; Co., Whiteinch, Glasgow

HAWAIIAN ISLES 4m.Bark 2097 Hawaiian Construction Co., Honolulu  
 STAR OF GREENLAND Alaska Packers Association, San Francisco  
 ABRAHAM RYDBERG 1930 Rydberkska Stiftelsen, Stockholm  
 FOZ DO DOURO 1943 Portugal  
 FLOTOW Ship 1863 R.M.Sloman, Hamburg  
 ALSTERKAMP A/G Alster, Hamburg  
 ARNOLDUS VINNEN Bremer Stahlhof A/G, Bremen  
 GAMECOCK 1917 U.S.Shipping Board, Seattle  
 CHILLICOTHE 1918 U.S.Shipping Board, Seattle  
 KOELLIKER Ship 1862 R.M.Sloman, Hamburg  
 SAINT MUNGO Ship 1955 St.M.Shipp.Co.(A.Mackay & Co.), Glasgow  
 SAINT ENOCH Ship 1955 St.E.Shipp.Co.(A.Mackay & Co.), Glasgow  
 CASTLE ROCK Ship 1912 James Cornfoot & Co., Glasgow  
 MARIOM FRAZER 4m.Bark 2396 Rogers & Co., Glasgow 3800  
 MARION JOSIAH 4m.Bark 2394 Rogers & Co., Glasgow 3800  
 TIJUCA A.D.Bordes & Fils, Dunkirk  
 SAMOENA Ship 1962 J.D.Clink, Greenock  
 YARANA Ship 1965 J.D.Clink, Greenock  
 SAINT MIRREN Ship 1956 St.M.Shipp.Co.(A.Mackay & Co.), Glasgow  
 MARGARET A.B.CARSWELL Bark 1436 John Carswell, Greenock  
 ANNASONA

John Reid &amp; Co.Lim., Whiteinch, Glasgow

RIMAC 4m.Sch. 916 Nicholson & McGill, Liverpool  
 YOLA Ship 1490 McDiamid, Greenshields & Co., Liverpool

Alexander Stephen &amp; Son, Dundee

MELITA 4m.Bark 2857 Builders (Iron frame, steel plates) 4400  
 MARTHE 1894 A.D.Bordes & Fils, Dunkirk

W. B. Thompson &amp; Co.Lim., Dundee

LAWHILL 4m.Bark 2942 Charles Barrie, Dundee 4700

Cumming &amp; Ellis, Inverkeithing

ADELAIDE (Iron) Bark 414 J.C.Peacock & Co., Glasgow 650  
 MADELEINE CONSTANCE (aux) 1916 Job Brothers & Co.Lim., St.Johns, NFL.  
 LILLIE Bktn 331 O.Wingaard, Christiansand



# UNITED KINGDOM LAUNCHINGS, 1892, continued

Grangemouth Dockyard Co., Grangemouth and Alloa, Alloa yard			
LORD RIPON	4m.Bark	2765	John Herron 4300
NAL			1901 Rhederi Visurgis A/G, Bremen
NORTH STAR	4m.Bark	2761	A.Bilbrough & Co., London 4300
ALSTERUFER			A/G Alster, Hamburg
SUZANNE VINNEN			Bremer Stahlhof A/G, Bremen
GARRABIN			1914 Requisitioned by British Government, Lond.
CARA	Bark	1502	A.O.Lindvig, Kragerø, Norway
BERTHA	Bark	1653	Joh. H. Soost, Hamburg
BOHUS			1917 G.Carlson, Gothenburg, Sweden
ALCIDES	4m.Bark	2704	John R. Haws & Co., Liverpool
HENNY CLEMENT	Bark	1656	Ernst Burchard & Co., Germany
Grangemouth yard			
MARCO POTO	Bark	1646	C.M.Matzen, Hamburg 2600
MARACAIBO	Bktn	323	Captain M.N.Mathiasen, Fanø, Denmark 550
MARY ISABEL	3m.Sch	339	J. Satchell & Son, Grimsby 556
MARTORY GLEN	Bark	1087	Wm. Blair & Co.
AMERICANA	4m.Sch	901	P. Braun, Honolulu
RIVER HUNTER	Bktn.	315	Newcastle Shipping Co.Lim., Newcastle NSW 536
Ramage & Ferguson Lim., Leith			
CROWN OF AUSTRIA	4m.Bark	3137	Robertson, Cruikshank & Co., Liverpool
VALHALLA	Aux.Ship	1211	Yacht
Charles J. Bigger, Londonderry			
ESMERELDA	Bark	1094	Cesar Wehrhahn, Hamburg 1700
BIRKDALE	Bark	1483	J. Henry Iredale, Liverpool 2400
WILLIAM TILLIE	Ship	1880	William Mitchell, Londonderry 3000
WILLIAM MITCHELL	Ship	2035	William Mitchell, Londonderry ---
GEORGE N. WILCOX	Bark	1407	(Completed at Port Glasgow by Russell & Co.)
Paul Rodgers & Co., Carrickfergus			
MARY B. MITCHELL	3m.Sch	227	W.M.Preston (O.T.Jones), Beaumaris
FORD FISHER	3m.Sch	135	James Fisher & Sons, Barrow
POOL FISHER	3m.Sch	135	James Fisher & Sons, Barrow
RESULT	3m.Sch	122	T. Ashburner, Barrow (Completed 1893 by R.Kent & Co.)
Harland & Wolff, Belfast			
DAMSON HILL	4m.Bark	2087	G.W.Wood, Liverpool (Completed 1893)
NIOBE			Rhederi Visurgis A/G, Bremen
HARALD			Hachfeld Fischer G.m.b.H., Hamburg
LORD TEMPLEMORE	4m.Ship	3045	Irish Shipowners Co.(T.Dixon & Sons), Belfast
ALSTERNIXIE			A/G Alster, Hamburg 5000
Workman, Clark & Co.Lim., Belfast			
CAVE HILL	4m.Bark	2246	Belfast Shipowners Lim., Belfast 3720
CROWN OF GERMANY	4m.Bark	2241	Crown S.S.Co.Lim., Belfast 3770
FISCHBEK			Germany
GOODRICH	4m.Bark	2243	Boyd Brothers & Co.Lim., Belfast 3700
FENNIA			
FIONASHELL			
SOUTH AFRICAN	Bark	438	Harrower & Workman, Belfast
MARIE HELENE			
ALICE MARIE			
H.C.DREYER			
LAURISTON	4m.Ship	2301	Galbraith & Moorhead 3680
TOVARISCH			Soviet Government



## UNITED KINGDOM SHIPBUILDING IN 1892

Continuing and extending the boom in sailing ship building that began in 1891, this was the last year in which the total world's tonnage of sailing ships did not show a net decline.

Iron was practically out of the picture as a shipbuilding material, as only three small vessels are listed as iron-built, with two four-masted barks of mixed construction. One, BALMORAL, had iron plates over steel beams, an ideal combination from the point of view of resistance to corrosion; the other, MELITA, had steel plates over an iron frame. This latter arrangement was more common in the early days of the application of mild steel to shipbuilding, reflecting the superior ease with which steel plates could be rolled, but the lack of confidence that was placed in steel as a structural material. Improvements in metallurgy and better inspection of steel in the process of manufacture finally led to the production of steel both stronger and cheaper than wrought iron, resulting in lower hull weights and less initial cost.

The four-masted bark by now was standard for large vessels. The largest three-masted ship of 1892 was FORT STUART of 2433 tons, and the largest three-masted bark CONWAY CASTLE of 1694 tons. The three biggest four-mast barks were ANDORHINA of 3440 gross and 5300 deadweight, launched 11 August 1892; SOMALI of 3537 gross and 5200 deadweight, launched 25 July; and DUNSTAFNAGE of 3317 gross and 5120 deadweight, launched 9 November.

The only four-masted ships were LORD TEMPLEMORE and LAURISTON. Other rigs included RIMAC and AMERICANA, both of which were best known as four-masted topsail schooners (yards on the foremast only), but both of which at one time or another are credited with carrying yards on the foremast (see "American Neptune," vol.2, pp.326-327).

The bark UNIONEN was another of that little group of sailers designed as oil tankers, at a time when the art of keeping petroleum vapors away from the fire rooms of steamers had not yet been mastered, and tank steamers were still regarded as poor insurance risks.

Three 1892 vessels were built for American ownership, to be registered under the Hawaiian flag. One was AMERICANA, a lumber carrier managed for many years by C.A. Hooper & Co., San Francisco, for

the Pacific Shipping Co., and finally lost with all hands in 1913.

Another was JOHN ENA, a fine four-mast bark with a figurehead of her namesake, a Chinese merchant of Honolulu. Her principal owner was A.P. Lorentzen of San Francisco, who sold her in 1916 to Mayor Rolph. In the next few years she passed from Rolph to Standard Oil of California to Robert Dollar to James Botts. In 1925-26 she made a round trip under tow from the West Coast to the East Coast in connection with the filming of some sea epic; she was dismasted on the return trip and after a spell on the mud at Alameda, California, was scrapped at Los Angeles in 1933.

HAWAIIAN ISLES, a beautiful three-sky-sail yarder, was built for a San Francisco group and registered under the nominal ownership of John Ena at Honolulu. In 1900 she became part of the Welch & Co. Planters Line, which was absorbed in 1908 by Matson. In 1909 she was sold to the Alaska Packers and in 1929 was bought by the Rydberg Foundation of Stockholm as a training ship. As ABRAHAM RYDBERG she was laid up at Baltimore in 1942 and the following year was sold to Portuguese owners, who installed diesels in her at Philadelphia in 1945 and have since chopped away all but her lower masts.

SEVERN, a steam auxiliary, was built to run in the Rio coffee trade for W.B. Willson of Baltimore, but stayed under the British flag.

Other 1892 ships later under U.S. ownership include the following: BALASORE, as DALBEK, was seized at Portland, Oregon, in 1917; six years later she was bought by the Charles Nelson Co. as MONONGAHELA, and in 1936 was sold to become a log barge. She was wrecked on Vancouver Island around 1943.

FLOTOW was also seized in 1917; along with CHILLICOTHE, formerly LITA, she was bought in 1922 by the Columbia River Packers Assn., who sold them in 1927, and both eventually became hulks in New Caledonia.

SOMALI, as ADOLF VINNEN, was one of the German ships at Santa Rosalia, Mexico, bought in 1920 by the Dollar Line of San Francisco, eventually becoming a log barge.

WYTHOP became a barge under the American flag in 1915, with the name COASTWISE. For many years she was owned by the Sipsey Barge & Towing Co. of New Orleans.

OLIVIA became the gypsum barge DANIEL M. MUNRO, and, fitted with diesel engines, is still operating between the Bay of Fundy and New York, we understand.